



# City of Seattle

Department of Construction & Inspections

Nathan Torgelson, Director

DESIGN  
REVIEW

## SECOND EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

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Project Number: 3016632

Address: 1833 Broadway

Applicant: Neal Thompson, Roger Newell Architectures

Date of Meeting: Wednesday, July 19, 2017

Board Members Present: Sarah Saviskas (Chair)  
Melissa Alexander  
Andrew Haas

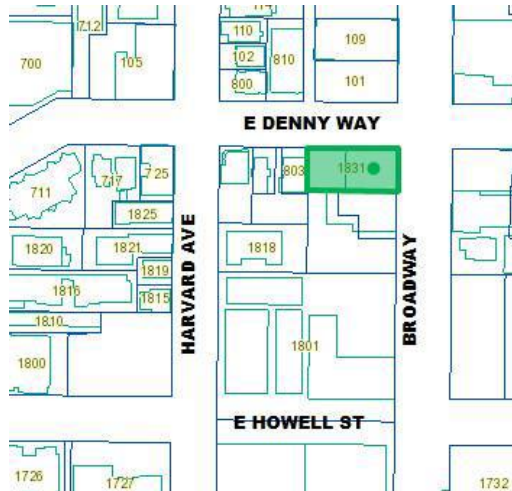
Board Members Absent: Curtis Bigelow  
Barbara Buseti  
Kenny Pleasant

SDCI Staff Present: Michael Dorcy, Senior Land Use Planner

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### SITE & VICINITY

Site Zone: NC3P-40



Nearby Zones: (North) NC3P-40  
(South) NC3P-40  
(East) NC3P-40  
(West) NC3P-40

Lot Area: 7,687 Sq. ft.

### **Current Development:**

The site is currently occupied by a 3-story structure at the Broadway/Denney corner and surface parking on the western portion of the lot.

### **Surrounding Development and Neighborhood Character:**

The site is located in the heart of a vibrant mixed-use neighborhood along the Broadway corridor, a defining feature within the Capitol Hill district. Immediately adjacent to the west is a 5-story residential structure built around a vintage landmarked house. Immediately to the south is the 2-story west entrance to the underground light rail station. Across the street (E. Denny Way) to the north, at 101 Broadway, is a 6-story mixed-use building, currently under construction. To the East, across Broadway, are two more entrances to the Light Rail Station. Four sites adjacent these entry pavilions are designated for Transit Oriented Development (TOD), with a public plaza wrapped by 6-story buildings which will house 425 residential units and some 25,000 square feet of ground-level retail uses.

### **Access:**

Pedestrian access is from the two adjoining sidewalks along Broadway and Denny. Vehicular Since there is no alley, vehicle access is proposed from E. Denny Way.

### **Environmentally Critical Areas:**

There are no environmentally critical areas on the proposal site or within the general area.

## **PROJECT DESCRIPTION**

The proposal is for a 6-story building containing 50 apartment units and 3,551 square feet of commercial space at street level. Parking for 19 vehicles is proposed below ground, The existing structure will be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project number (3016632) at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

**Mailing**    **Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
              P.O. Box 34019  
              Seattle, WA 98124-4019

**Email:**    [PRC@seattle.gov](mailto:PRC@seattle.gov)

## **SECOND EARLY DESIGN GUIDANCE July 19, 2017**

**Note:** An earlier Early Design Guidance meeting was held on **January 11, 2017**. Notes are available from that meeting and can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

### **PUBLIC COMMENT**

Three individuals signed in at the meeting to become parties of record. Public comments offered at this meeting included the following:

- It was strongly suggested that the developer and design team should meet with the Capitol Hill Design Review Committee to seek their input.
- Did not care for the expansive blank south wall above the Light Rail Station.
- Flexibility of retail space important.
- The sustainability goals of the Eco District are important to this development.
- Appreciates setback from development to the west.
- Appreciates the extensive use of masonry on the building.

Additional public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

### **STAFF DIRECTIVES**

SDCI staff noted that the packet appeared to show decks that were non-conforming to the development standards for structural building overhangs and that, per SMC 23.41.012, departures cannot be granted from Code standards for structural building overhangs. Exhibit G for SMC 23.53.035 notes that while decks may be conjoined at property corners, they must be limited to a combine total of 81 square feet. Otherwise, balconies proposed at property corners must be set back a minimum of 15 feet from the actual property corner along each or either of the two adjoined property lines.

### **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on any requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

At the time of the Second Early Design Guidance meeting, the applicant's packet identified the following departures from Code required design standards: "reduction in driveway width" "reductions in curb cut length." There were no dimensions given in the packet identifying the proposed widths of either driveway or curb cut. (Staff notes that SDOT has indicated that they are in favor of a departure for a narrower curb cut to reduce the impact to on-street parking on E. Denny Way.)

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

### **1. The Streetscape**

- a. See CS2-B-2 and CS2-C-1 priority guidelines, as well as Capitol Hill supplemental guidance CS2-1-i and CS2-III-v, PL1-B-2 and PL3-I-i.
- b. Study the location and articulation of the retail entrances, especially that of the commercial space just west of the residential entry on E. Denny Way.
- c. Provide adding additional floor to ceiling height to the proposed commercial spaces in keeping with the traditional heights of the historical neighborhood. Heights should be as close to 15 feet as possible.
- d. Provide flexibility and adaptability to the proposed commercial spaces and carefully study the desirability of expanding the number of individual commercial spaces by reducing the size of individual spaces.
- e. Do not contemplate providing live/work spaces into the mix.
- f. Consider whether the columns exterior to the building along Broadway provide adequate sidewalk width for traffic going to and from the light rail station. Will they promote or interfere with any indoor/outdoor restaurant flexibility if desired.
- g. Should the canopies provided along Broadway be continuous? Should the canopies proposed along E. Denny Way step down with the topography of the sidewalk as it descends going west?

(Staff notes that SDOT encourages the developer to provide 18-foot wide sidewalks, with a 5-foot planting strip along the curb and a clear 10-foot pedestrian walkway, as well as a 3-foot frontage zone between the pedestrian zone and the building. The columns external to the enclosed commercial spaces is acceptable as long as a clear 10-foot pedestrian walkway is maintained.)

### **2. Massing Details**

- a. See Supplemental Guidance CS2-III-iv. The Board had preferred the third massing option which gave a strong presence to the building set at a major intersection. The Board felt that the response to the guidance of the first EDG meeting was generally good.

- b. Board members were especially satisfied with the way the setback between the proposed structure and the Pantages Apartment complex to the west had been handled.
- c. While the height of the base of the building gave a nod to historical proportions, the Board felt that an increase in the floor to ceiling heights in the individual commercial spaces was needed to get it right.
- d. The effect of the brick facing of the box was generally thought to effectively convey a strong sense of the proposed building holding the corner.

### **3. Façade Composition**

- a. See Guidelines DC2-B-1, DC2-B-2 and Supplemental Guidance DC4-I-I and DC4-II-i.
- b. The presentation made a strong case for a brick building with punched openings at the base and the residential units above. The Board thought, however, that the composition was hampered by a superfluity of balconies. It was felt that once reduced in number, the balconies would be benefitted if composed either of glass or metal railings, rather than both.
- c. Since the balconies proposed at the northeast corner must be removed or substantially altered (see SMC Exhibit G for 23.53.035), take advantage of the opportunity to contemplate a glass wrap of the corner or other treatments that would further differentiate the building from that being constructed at 101 Broadway.
- d. The blank south façade above the light rail station is in need of serious attention. The highly visible sequence of wall, stairwell and elevator shaft needs further exploration regarding materiality, additional modulation, the possibility of added fenestration.

### **4. Other Considerations**

- a. Make the trash storage space(s) function better for the commercial spaces along Broadway and the eastern portion of Denny Way.
- b. Soften (landscaping, materials) the ground-level setback area along the west façade.
- c. Provide a stronger base with a nod to the historic building on site (which, among other considerations, would explore a higher floor to ceiling height).
- d. Explore different awning/canopy options that would help to differentiate proposed structure from the one at 101 Broadway.
- e. Revisit the number, size and composition of balconies.
- f. Explore a design that would introduce a larger proportion of glass into the corner element.

### **5. Recommendations**

- a. **Meet with Capitol Hill Design Review Committee and other groups and seek their input on project design.**
- b. **For Recommendation Meeting, provide more information regarding adjacent sites.**
- c. **Provide some alternative ways of dividing up the proposed commercial space.**
- d. **Provide vignettes of actual street activities in conjunction with the proposed structure, along E. Denny Way, Broadway, and specifically at the juncture of the light rail station entry and this building.**

**DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on any requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Second Early Design Guidance meeting, the Board indicated they would be favorable to recommending approval of applicant's identified departure(s):

**Curb cut and driveway widths (SMC 23.54.30).**

**BOARD DIRECTION**

At the conclusion of the Second Early Design Guidance meeting the three members of the Board present at the meeting recommended moving forward to MUP application.